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RIO DE JANEIRO, SEPTEMBER 24TH, 1887

NUMBER 27

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# THE RIO NEWS

PUBLISHED TRIMONTIALLY

for the mail packets of the 5th, 15th and 25th of the month.

A. J. LAMOURÉUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of heights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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GEORGE H. PHILIPS, Esq.,

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RIO DE JANEIRO, SEPTEMBER 24th, 1887.

The debates in the Senate during the past week have given the closing days of the present legislative session an interest and importance of a very unexpected character. The discussions of the several department appropriation bills and of the general revenue budget had developed little beyond the customary contests between government and opposition. The sharp criticisms of Deputy Andrade Figueira on official extravagance in railway matters produced something of interest for a time, but this more on account of the personality of the speaker and the split in the conservative ranks, than on that of the subject discussed. It is probably true that neither party cares to greatly reduce public expenditures, on account of the numbers and influence of the office-holding and concession-holding classes. The numbers of persons living upon the public revenues, in one way or another, is simply incredible. The public departments are full of the sons, nephews, sons-in-law, cousins, and other relatives and protégés of influential senators and party leaders, and it will require almost a revolution to turn even a part of them out. It may be considered certain, therefore, that while both parties will urge economies and reduced expenditures, neither will seriously try to put a practicable reform into execution. On the 13th the Senate was the scene of an unexpected and modest-appearing interpellation which has since developed one of the most important discussions of the session. Two counter-petitions had been received from Campinas in regard to the question of emancipation, one of which charged that the recent emancipation movement in São Paulo is due to the fears occasioned by the abolitionists. This led to Senator Antonio Prado's interpellation in regard to the petition, and a vigorous denial of the charge that the emancipatory movement has been caused by fear. He claimed that planters were becoming more and more convinced of the necessity of settling this question without further delay, and that they now see how much better results may be obtained from free labor. He then announced that his support would be withdrawn if the ministry does not introduce a more liberal measure for emancipation than the act of 1885. The prime minister at first declined to go beyond that act. On the 15th Senator Dantas took the matter up and warmly supported the views held by the São Paulo senator on the necessity and advantage of immediate emancipation, and

promised his support if the government would introduce a measure to that end. On the following day the prime minister again repeated his resolve not to go beyond the law of 1885, but when Senator João Alfredo announced on the 17th that he would support Senator Prado's threatened secession, he (Cotegipe) then promised to take the matter into consideration during recess. The probabilities are that a new emancipation measure will be introduced early in the next session. The debates in the Chamber have been largely occupied with the budgets and with the new railway appropriation bill. The resignation of the minister of empire, recently defeated at Pernambuco, was announced on the 20th, and the prime minister has taken charge of his portfolio. A second prorogation has also been announced—this time to October 1st.

The position recently taken by the junior senator from São Paulo, ex-Minister Antonio Prado, on the question of emancipation, not only reflects great credit upon his intelligence and courage, but it shows a political sagacity of a high order. Senator Prado has never been classed among the uncompromising pro-slavery men of the country, but his association with a decidedly pro-slavery cabinet and the extreme views sometimes advocated by the journal of which he is proprietor, has thus far led us to believe that emancipation would never receive any practical assistance from him. Circumstances have lately developed a strong abolition movement in his province where the planters are voluntarily liberating their slaves on conditions of two or three years of service. It is becoming apparent to the intelligent planters of that province that emancipation is inevitable, and that the only wise policy is to anticipate and hasten it. If the new order of things must come and free labor must be employed, then the quicker the change is made, the better. Waiting for an inevitable crisis is painfully trying business for a man of life and energy, and it is a losing business besides. Senator Prado evidently recognizes this, and has resolved to bring the period of inaction and expectancy to an early close. Possibly he did not intend to precipitate matters when his interpellation regarding the Campinas petitions was introduced, but the attitude of the government and the prompt support given by abolition leaders to declarations on his part which are highly creditable to him and exceptionally significant of the future, evidently forced him into a critical position where the enunciation of a new policy became a necessity. He has only just left the ministry and his portfolio is held by a personal friend and neighbor, yet he does not hesitate to say that the time has come for another step in favor of immediate abolition, and that if his old colleagues in the Cotegipe cabinet do not introduce some measure for that purpose he will withdraw his support. This position he has defended most ably, showing what the country has to gain from free labor and how impolitic it is to postpone the final change. In this departure he is cordially supported by Senator João Alfredo, of Pernambuco, to whom many have been looking for the initiative in this inevitable defection in the conservative ranks in favor of emancipation. The Pernambuco senator, however, has hesitated too long, and his younger colleague from São Paulo has taken the lead in a movement which may, let us hope, seal the death warrant of slavery before the close of another legislative session. It is satisfactory to know that the new movement is to be led by a man from Brazil's most progressive province and who has placed himself on record as a champion of greater liberality in legislation affecting

public lands and immigration. The old regime is dying out—slowly, perhaps, but surely. The younger men will have enough to do to create and establish the new order, but with the courage and liberal foresight shown by Prado, Taunay, and others, there should be no doubt as to the ultimate result.

The discussion of the credit for some 18,000,000\$ to be employed in railway extensions in Rio Grande do Sul and Bahia has produced some violent attacks upon the policy of continuing railway building, the most notable of which was made by Deputy Andrade Figueira on the 14th. The deputy is an energetic speaker and criticised the railway laws from the commencement, pointing out the enormous sums spent upon government railways and in interest guarantees to private lines. Particular stress was placed upon that proviso in the 1873 law that declared interest guarantees were dependent upon a net revenue of 4 per cent, and the insignificant number of companies that met this proviso. Sr. Figueira proceeded to oppose the credit by asserting that whereas deficits in the revenue of private companies would be met by the capital employed, in the case of government lines any deficit would have to be met by the tax-payer. Moreover, the position of the Treasury did not admit of this expenditure, and Sr. Figueira would not vote for the construction of a single foot of new railway. The minister of agriculture replied in rather general terms. He recognized the serious errors committed in the matter of guarantees, but read figures (which we print elsewhere) to prove that as railways extended, the country was generally benefited; further, he considered that the railways were worth at present the amount represented by the capital employed in their construction. It should be noted that the minister excludes the D. Pedro II railway from his estimates and refers to gross receipts alone. That gross receipts should increase with increased mileage seems too certain to require more than the observation, that were the contrary the case the party ordering or directing the extensions would deserve prosecution. The credit has been opposed on local and upon political grounds; the local seem to be that both Rio Grande do Sul and Bahia have received quite as much as their respective shares of the amount destined to railways, and, politically, because the extra charge laid upon the Treasury by the credit is contrary to the programme announced by the conservative party when in opposition, and upon assuming the direction of public affairs. With neither of these questions have we anything to do. When gross receipts and not net results are assumed to prove a benefit to the country, however, we consider that we are justified in placing official figures before the public to prove that net results do not endorse the minister's assertion, that so far as government lines are concerned the country is benefited by railways. If net results are contemplated the D. Pedro II line must be considered, for otherwise the figures would be appalling, and we therefore include it in our calculation. As Brazil is constantly increasing its indebtedness it will be conceded that the amount represented by railways is borrowed; and as 5 per cent. is paid upon the domestic debt and 5 per cent. in gold upon the foreign, our assumption of 5 per cent. in currency is more than fair; it is perhaps unnecessarily so. The capital employed in government railways on 31st December last was 187,217,000\$, which cost at 5 per cent. ... 9,360,850\$ The lines produced, nett. ... 4,454,640\$ Deficit ... .. 4,906,110\$

or if this sum is to be funded at 5 per cent. an addition to the debt of the empire of 98,000,000\$. If this be a benefit to the country at large, it would appear a questionable one, and respecting which future generations will have to be heard. The benefit derived from guaranteed companies is equally questionable. According to the *relatório* of the minister the total amount paid for guaranteed interest up to the end of the past year reached the enormous sum of 97,815,322\$126, or an annual charge at 5 per cent. of 4,891,000\$; against this sum the net results of 1886 are given at 4,743,000\$, but the expenses of the Campos and Carangola railway are not deducted from the receipts. Whether this is a benefit to the country, our readers can decide as readily ourselves. So far railways have not been beneficial to the country. Concessions were granted for political reasons on many occasions, and with utter disregard of the provisions of the 1873 law in nearly every case, and Brazil now sees its revenues loaded with a charge of nearly 10,000,000\$ per annum, with we may say no compensation whatever.

The victory of Sr. Joaquim Nabuco in the recent Pernambuco election ought to mark a radical departure in Brazilian politics—the substitution of ministerial interference and dictation by popular canvass and independence. This is not the first time that a candidate has appealed directly to the electors through popular meetings, for the same gentleman and José Marianno carried on a similar canvass two years ago. This time the success of a direct appeal to the electors has been most marked, for the election has been won against all the influence of the government and its agents. Changes were made in official circles to bring more pressure to bear on electors, and the ministry even went so far as to break up and prohibit popular meetings. In spite of all this, the ministerial candidate was signally defeated and has been compelled to resign his portfolio, and his former opponent, who lost his seat only through a subsequent contest in the Chamber and partisan action, is now returning to claim the same seat. It is evident that the people are slowly learning to think for themselves. They may not always think correctly, but there is clearly less danger in their errors than in the interested manipulations of politicians who would control public affairs for selfish purposes. We are not only glad that Nabuco has won his election, but doubly glad that it has been won by a popular canvass. And we trust that the other vacancies in the Chamber will be contested in the very same way. A popular canvass, even if there is much of humbug and bombast in it, is a good educating influence.

Another judge has recently decided against the legal right of registering slaves as of unknown parentage. It would appear to be the almost general opinion among judges that the law does not permit such registries, although the politicians in the ministry have seen fit to go outside their province to declare them legal. Had there been only a few cases, it is quite certain that the cabinet would have maintained ex-Minister Prado's decision as to their illegality, but when it appeared that there are thousands of them and that grave irregularities have occurred in the registrations everywhere, the pro-slavery members of the cabinet at once go back on their former colleague and declare that such omissions and irregularities do not constitute grounds for liberation. It ought to be the practice here, as elsewhere, that all such questions should be settled by competent courts, and by men who in trying

cases at law are bound to interpret the law. If a case were brought before a judge involving the liberation of a slave on the grounds of illegal registry, where should he go for authority—to the law itself, or to a minister's *aviso*? And if a minister may interpret this law, why may he not interpret any and all in Brazilian legislation? The position is clearly untenable and absurd. If a slave may appeal to the courts for liberation on other grounds, surely he may do the same on this, and the courts will have and exercise just exactly the same powers in both cases. On general principles, and aside from any legal technicality involved, it is clear that a registry as of unknown parentage is insufficient, and is therefore illegal. The law expressly prohibits, under heavy penalties, the reduction of free persons to a condition of slavery. And since the cessation of the slave trade, all persons not born of slave mothers are *ipso facto* free. Now, if the master can not say that a certain candidate for registry was born of a slave mother, what proof is there that this person is not being illegally reduced to a condition of slavery? It has been claimed in Brazilian courts—and with great justice—that the presumption should always be in favor of liberty. The government seeks to have it, in this case, construed the other way.

As item that has been going the rounds in the press should again call attention to the anomaly of inter-provincial duties. The fact seems to have occurred as follows; a sugar commission house here learning that there was a scarcity of white sugars at Bahia shipped there some 300 bags of central factory sugar, which was sold for about 3,800\$, and upon which the province of Bahia levied duties to the amount of some 900\$, or over 25 per cent. on the value of the goods. Such a system as this is clearly and radically wrong and requires a prompt remedy. That one province can impose restrictive duties on the produce of a sister province is absurd, and is most injurious to the trade of the whole country. At the same time the various provinces must live, or at least struggle along, and as with very few exceptions the provincial authorities have shown a most commendable desire to imitate the central government in accumulating debt and increasing the expenses of their respective districts, there seems no other manner of meeting these increased expenses than by further imitating the general government in taxing all imports for the benefit of the never sufficiently protected agricultural interest. In this case the duties are taken out of the pockets of the Rio sugar producers, and therefore so much attention is called to the occurrence; had it been a foreign importer that was in question nothing would have been thought of the matter. Until the general government can distribute some part of the revenue withdrawn from the provinces, or until a thorough reform in the matter of taxes is energetically commenced and pushed, we are likely to see such cases occur and re-occur as this where Bahia can place 25 per cent. duties on sugar produced in Rio de Janeiro. A contributor to the *Jornal* compares the perfect freedom of inter-state commerce in the United States with what is seen in Brazil, but the great difference is not far to seek and the legislature here might with very little trouble mend matters and that too with celerity. If the general government of Brazil requires everything that the custom houses produce from the foreign trade of the empire, it is undeniable that the provinces cannot be contemplated with any part of these customs receipts, but must either tax goods that enter and leave its ports, whatever may be the place of production, or that new sources of revenue

must be sought. Now, in the United States the government, as here, collects duties for the benefit of the country, while each state has its organized system of local taxation, such as house and land taxes, roads, etc., and every city and town has its taxes in addition. Nothing of this is seen in Brazil. The general government appears to consider the Brazilian subject a mere child, utterly unable to manage the most trivial of his domestic affairs, and it naturally follows that as public interests are kept in this state of tutelage, the result is the constant and energetic appeals that are made to this power on what are at times purely trivial questions, and at others of such importance that they mean no less than the victimizing of other provinces for the benefit of the most energetic beggar, as we see has happened in the matter of railway guarantees. There seems no remedy but to at once abolish the pernicious system of centralization and clearly and firmly show provincial authorities that upon their own foresight and prudence will rest the prosperity, or bankruptcy of their districts. Local taxation would lead to the public fiscalizing the financial measures of the local authorities and the benefits arising from the sense of more authority on the part of the public and of more direct responsibility on that of the authorities would be of the greatest advantage to all concerned. Pending some such deep-seated reform as we point out, the anomaly of inter-provincial duties will continue to exist, and may indeed increase until it will be cheaper for Rio de Janeiro to ship her sugar to foreign markets, than to Bahia, or to even nearer provinces of the empire.

#### BRITISH BENEVOLENT FUND.

To the Subscribers of the British Benevolent Fund.

Gentlemen.—Your committee beg to lay before you the following statement of receipts and expenditure for the year ending 30th June, 1887:

Receipts.	
Balance from last year...	9,320\$670
Subscriptions to date....	3,905 000
Donations .....	50 000
Interest .....	595 990
	13,781\$660
Expenditure.	
Pensions paid during year	4,645\$000
Temporary assistance....	118 920
Board and lodging .....	230 800
Passages .....	327 220
Funeral expenses.....	220 000
Advertisements .....	11 000
	5,552 940
Balance.	
London & Brazilian Bank	
bill due 14th May 1888	8,639\$940
Less amount the treasurer .....	411 220
	8,228 720
	Rs. 13,781\$660

The committee have again to record a further decrease of funds in hand as well as a falling off in subscriptions. Our annual outlay in respect to the 21 pensioners now receiving aid represents 4,500\$ per annum, and as you are aware an important sum is also disbursed in temporary assistance, passages, etc.

Every care is taken in rendering assistance, therefore the funds are well applied and the committee have reason to be concerned at the reduced amount at their disposal on the date mentioned.

It is to be regretted that the fresh aid looked for by the committee last year has not been rendered, though important help has come from another source. Your committee here refer to the handsome subscription of Rs. 7,838\$030 raised on behalf of our Fund in commemoration of the jubilee of Her Majesty Queen Victoria, which will appear in the current year's account.

Such an addition to the funds is very gratifying to your committee and it is hoped that each individual subscriber on that

occasion will regularly continue to favor the Fund with his aid and so encourage the committee in this important work of charity.

Rio de Janeiro, 12th September, 1887.

(signed) CHARLES N. TANNER, *Chairman*.  
W. RUMSEY, *Treasurer*.  
D. ROBERTS, *Secretary*.  
F. L. SCHWIND, JR.  
F. H. HARRISON.  
H. O. ROBINSON.  
Wm. MORRISSEY.  
E. A. E. PHIPPS.  
B. J. FREELAND.

#### LEGISLATIVE NOTES.

September 12.—In the Senate Sr. Meira de Vasconcellos had a conversation regarding provincial assemblies. The navy estimates were passed as amended and sent back to the Chamber. An amendment of Sr. Silveira Martins caused several speeches on the empire estimates of purely local interest. The estimates of the department of empire passed and as amended were sent to the Chamber. Senator Avila spoke on the war estimates. In the Chamber Deputy Affonso Celso Jr. referred to the prohibition by the Italian government of emigration to Brazil. The minister of agriculture said he had investigated the matter; the Italian legation here had no official information as to the case. The Italian minister had recently visited various provinces and declared himself fully satisfied with the manner in which immigration was treated. Deputy Sebastião Mascarenhas sharply criticised the report of the engineer of the D. Pedro II railway extension as to navigation on the Rio das Velhas. Deputy Rosa e Silva made a strong appeal for certain favors for the sugar planting interest. Deputy Alves de Azevedo called attention to various incoherencies of the minister of finance.

September 13.—In the Senate the estimates of the department of empire were passed as amended. Senator Prado referred to the recent anti-emancipation manifesto from Campinas read in the Chamber, which was signed by liberals and even republicans, and defended the president of S. Paulo against various attacks. He concluded by declaring that his support of the government would be withdrawn if the 1885 emancipation law was not modified. The premier spoke in defense of the government in executing the law; he declared he did not oppose emancipation, but objected to any disorganization of labor. The river navigation bill finally passed. The minister of war and Senator Candido de Oliveira spoke on the estimates of the former's department. In the Chamber the bill fixing the general revenue for the empire, as amended, finally passed. The bill prohibiting the carrying of concealed weapons and for the suppression of roveltyism passed.

September 14.—The discussion of Sr. Antonio Prado's motion was continued in the Senate; the premier defending the government in its attitude on the emancipation question. He again declared that the only means to permit a change of policy on the part of the government was the reform of the law, and repeated that he would in no manner introduce the reform. Senator Correia thought that the wholesale manner in which leaves of absence are granted judges needs change. On a question of order, Senator Candido de Oliveira complained that whereas the Chamber could attach a shower of amendments to the budgets, increasing expenses, the Senate could not offer amendments reducing the expenditure. The question of order was also discussed by Senators Correia, Dantas, Nunes Gonçalves and Silveira Martins and some of Senator Candido de Oliveira's amendments to the war budgets were declared not in order. In the Chamber the minister of agriculture replied to inquiries regarding the prohibition by the Italian government of immigration to Brazil. The telegram he read stated that the prohibition only applied to the province of S. Paulo and was based upon alleged ill-treatment there. There was considerable indignation expressed by various deputies. The minister referred to the demonstration of Italians in S. Paulo, expressive of contentment with their treatment. In the discussion of the bill opening a credit for railway extensions, two amendments were offered; the one authorizing a guarantee of 3 per cent. on 2,620,000\$ for 20 years to be employed in extending the Batistão line to Quixadá, the other a guarantee of 5 per cent. on 30,000\$ per kilometre of an extension of the Minas and Rio railway to Salto and granting various privileges. Deputy Andrade Figueira made a sharp attack on the credit, and spared neither friends nor foes. The railway guarantee system was reviewed, and the deputy declared that his estimate for 1888 would leave a deficit of 30,000,000\$. After an attack on the Bahia and S. Francisco railway he referred to the Campinas manifestations, and also made some very strong remarks

on the Senate, and what he apparently considered Senator Prado's backsliding, upon his removal to the upper house.

September 15.—In the Senate, Sr. Dantas replied to the premier's speech of yesterday in a strong abolition speech. He based his ideas not only on sentimental, but also on economic grounds; why should thousands of *centos de réis* be spent annually in emancipations, if by carrying out Senator Prado's idea of a short date fixed for abolition, this might be avoided. Senator Saraiva once again spoke on the so-called "transaction" by which the 1885 emancipation law was passed, and Senators Avila and Medeiros spoke on the army estimates, both pointing out the necessity for a reorganization of the service and where savings might be made. In the Chamber, the minister of agriculture, in reply to a question from Deputy Affonso Celso Jr., declared that the defeat of the minister of empire at Pernambuco did not necessarily require the resignation of the cabinet, the election not showing the will of the whole country, which is represented by the majority in the Chamber. Deputy Joaquim Pedro referred to Rio Grande do Sul affairs and declared the new customs tariffs would stimulate smuggling there. Deputy Silva Tavares made a general reply to Sr. Andrade Figueira on railway matters. The speaker in drawing his analogy between the United States and Brazil appears ignorant of the fact that the government of the former had nothing to do with railways, save in the case of the trans-continental lines. Deputy Mattoso Camara opposed the credit on the grounds of the financial condition of the country. Deputy Werneck again had some remarks to make on the water supply.

September 16.—In the Senate the motion of Sr. Prado was again brought up, the premier replying to Senator Dantas. The premier seems to consider the question of emancipation one of fitness, or peculiar to each province; one may be in a condition to free its slaves, another not. He thought it would be cowardice on the part of the government to accept a modification of the 1885 law, and referred to the change of opinions, referred to, by some British statesmen in replying, that they had considered the psychological moment for the change had arrived when they confirmed it; this he does not consider is the case in Brazil. From the remarks of the speaker and various interruptions from the opposition benches, some sort of an arrangement is sought to modify the 1885 law. The minister of war defended his estimates and replied to various charges made by preceding speakers. Senator Candido de Oliveira repeated his charges that the funds destined in the Asylum of Invalids were not properly managed, and insisted upon the necessity of the reductions he had referred to. The custom of passing moderate appropriations and supplementing these by credits was criticised. He went on to state that there were 27 general officers for an army of 13,500 men and 1,406 officers, but that honorary, rather than those on the effective list, were employed. In the Chamber, Deputy Penna moved for information as to the expenditure with printing and writing articles in defense of the government, and how this was met. Deputy Jaguaribe Jr. in a very good speech declared his abolition sentiments and his opposition to the inertia of the government. Two more amendments, one of which authorizes the construction of the Madeira and Mamoré railway, were tacked on to the credit for railway extensions. The minister of agriculture said that the credit was approved of by the government. Whatever had been the errors in the construction of our railways, and he confessed these were many, they had contributed to the development of public and private wealth. His estimate is that the railways would represent to-day the capital employed in them. [Deputy Albuquerque.—May God grant we shall recover the money we have spent.] The enormous sums expended, the minister thinks, is a proof of administrative activity and industrial civilization in Brazil. The minister gave figures (which we print elsewhere) to prove that the country was benefited by railway extension and considered that the cessation of construction would be deplorable. He concluded by declaring his conviction that the future of the country depended on immigration and railways. Deputy Lourenço de Albuquerque proceeded to point out various incoherencies in preceding speeches, among which was that while gross receipts of railways might show a satisfactory increase with extensions, net results did not always follow the same rule. Deputy Pedro Luiz declared that the various estimates were responsible for the deficits and the railway *fiscos*, and not the Chambers. He also wished to know if the government would permit the company which, commencing by asking for a guarantee on 36,000,000\$, finally agreed to accept the basis of 13,000,000\$, to construct the line.

September 17.—In the Senate Sr. João Alfredo declared himself in accordance with the views of Senator Prado as to the necessity of reforming the emancipation law and in opposition to the





We have always been of those 'who thought Americans would over-do it. They bored and found natural gas to do almost everything, and now a correspondent of *Time* [who does seem ironical] says unless the number of wells, restricted an earthquake will result that will pass over all preceding entertainments. Another possibility is a ditch through three States 1,200 to 1,500 feet deep, and the drainage of Erie. It is just as well to live in Rio after the worst that can happen here is the drain- ing of the Red Sea's asphalt sheet of water and the silence of a few houses, attended, perhaps, by the Transylvanian.

—A recent publication gives the following yellow-fever statistics for Jurujuba hospital for the last six years, which we presume to be fiscal years, or else that of 1887 is only partial:

—We are credibly informed that the coffee commission house of Mathias Costa & Santos, of Santos and S. Paulo, whose financial embarrassments after the long bear in a...

*DAILY COFFEE REPORTS.*  
Rio Associação Commercial daily cablegram to New York.

Rio Associação Commercial daily cablegram to New York regarding position and quotations of the Coffee market.

Stock this morning, Jan. 10  
Receipt yesterday, 11 mg.  
do Sums.....  
Sales for United States, 14 mg.  
State of the market.....  
Exchange on London, private.....  
Steamer freight U. States.....  
Prices, Receipts, etc., per 10 kilos expenses  
and freight by steamer.....  
do Good and, pur 10 kilos expenses  
and freight by steamer.....

- Receipts for 2 days.

*Government Stocks.*

1863 $1\frac{1}{2}$	perci loan	100-102
1865 5	"	100-102
1871 5	"	102-104
1875 5	"	100-101
1879 $4\frac{1}{2}$	"	100-101
1883 $4\frac{1}{2}$	"	97-99
1886 5	"	94-95
1891	"	99-101

	<i>Ale/coap.</i>	
20	Alagasco, Lim. 7 per ct guarantee.....	15½-16½
20	do do 8 " "	
20	Ribia a S. Francisco 7 per ct. guar.....	103-105
20	Brazilian Great Southern.....	123-24
20	do do 7 per cent.....	16½-17½
20	do Sig. Alt dox. 6 per cent.....	102-106
100	Braz. Imp. Cent. Bahia.....	102-103
100	do do do do stock 6 per cent.....	19-20
100	do do do do 6 per ct.....	110-112
20	Campes & Carangola Rio 5½ per cl.....	110-112
20	Unif. de Rio, Lim. 7 per ct. guar.....	102-101

100	do	del.	5½ per ct.	93-94
101	D. Theresa Christina del.	5½ per cent.		97-99
20	do	7 per ct. guar.		87-89
21	Great Western of Brazil 7 per ct.	guar.		6-8
22	do	6 per ct. del.		18-19
23	Imp. Braz. Nodul & Nova Cruz.	del.		116-118
24	do	del.		8-9
25	Atlas & Rio Tam. 7 per ct.	del. 5½ per ct.		94-96
26	do	del. 6 per ct. guar.		92-93
100	Maryland del.	5 per ct.		101-106
101	Pont Alegre & Nora Hamango del.	6½		103-104
102	Reite & S. Francisco a name			99-102

(9)	do	dela.	7 per ct.		162-183
(20)	S. Paulo 7 per ct.	guar.	5½ per ct.	—	—
(10)	do	dela.	stock 5½ per ct.		44-45
(20)	S. Paulo & Rio dela	6 per ct.			113-133
(20)	do	" do	and series.		106-108
(20)	Southern Brazilian .. .				106-108
(20)	do	" "	6 per ct. Brazil.		21-22
(20)	West. S. Paulo dela,	7 per ct.			116-118
n/d		" "	" "		111-113

15	Amazon Steam Navigation.....	—0
16	Bahia Central Sugar.....	7-4
17	Cantachea Water, del. 6 per ct.....	10-10 1/2
18	Cent'l Harb. Corporation.....	9 1/2-10 1/2
19	Enrich Bank of Rio, Lim.....	13 1/2-14 1/2
20	Lambert & Brazilian Bank, Lim.....	16-17
21	Recif. Drainage, del. 5 per ct.....	83-85
22	Rio City Improvement.....	28-29
23	do do.....	103-105
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2	Rate, Suburban Tel.	112-113
2	do bank, 5 per cent.	113-114
2	West & Braz, Tel. Lim.	101-103
2	do do prefer	71-101
2	do do refer	5-512
2	do do deb. A 6 per cent.	—
2	do do P. do.	101-108
2	London, Ltd., & Brazil Tel. Lim.	101-104
2	do 5 per cent deb.	314-414
2	Rafael Gas.	103-100

September 14.  
20. Five per cent. excellent.

61	do	apêndices	954	000
20	Rancho do Brazil		953	000
33	Rancho Industrial		250	000
377	Rancho Internacional		170	000
30	do	2008	111	000
30	do	2010	203	000
777	do	do	205	000
10	de	do	206	000
10	de	Rio de Janeiro R.R.	160	000
15	de	Leopoldina R.R. 2008	171	000
8	de	Guia Para R.R. 7º	198	000
24	de	Sorocaba R.R. 1008	61	000
5	de	Brasília de Navegação	250	000
20	de	Ferry	93	000
10	hyp. niss	Rancho C. Real do Brazil 1000	70	000

September 15.		[Gold 5%]	88 500
45	Five per cent. apolices.....		953 000
58	do		94 ½ %
58	do		95 %
22	Banco do Brazil.....		250 000
30	Banco Internacional.....		101 000
30	do		101 500
30	deh. Caia Para R. 6 ½ %		96 ½ %
5	Sierrita da R.R. 100%.....		63 %
5	Argos Fluminense Invoice.....		500 000
9	hyp notes Banco Predial.....		70 %
	do Banco C. Real do Brazil.....		

September 16,	(800 000)	83 000
Five per cent. apolice,		
7 Sovereigns,	952 000	
8 Banco do Brasil,	10 430	
9 Banco Industrial,	250 000	
10 Banco Internacional,	170 000	
11 do	101 500	
12 do	206 000	
13 do	207 000	
14 Sociedades R.R.	208 000	
15 Lanfin Banco Leuveny	500 000	
16 Christiano do	130 000	

September 17.	145 000
Five per cent. annuities.....	950 000
Sovereigns.....	10 630
Banco do Brasil.....	248 000
Banco do Commercio.....	217 000
Banco Internacional.....	103 500
do.....	102 000
do 20-8.....	207 000
do 30-4.....	207 000
do do.....	208 000
do 40-8.....	36 000
debt, Leopoldina R.R. £ 50.....	

1	Gran Pata R.R. 1150 ft.	335	000
2	Gran Pata R.R. 1150 ft.	79	00
3	Imp. Buenos Aires tramway.	130	000
4	C. Correo	255	000
5	Imp. entre Banco C. Real	63	00
6	do ditto [old site]	88	00
September 19.			
1	Five per cent apulices	549	000
2	do	050	000
3	River International	192	000
4	del. Sur de la R.R. 1100 ft.	61	00
5	Carri. U. Buenos Aires tramway.	252	000
6	Jardín Botánico de	130	000
7	Barcelon de Navegación	259	000
8	del. Ferry	984	00
9	Imp. entre Banco de Río	255	00

*Atlas des Maladies de la Peau ; 3me. fascicule.*

*Revista do Club de Engenharia*; Vol. I, No. 8. contains articles upon the recent railway exposition, railway sidings, hydraulic estimates, and railway statistics.

*Rio de Janeiro, 24 de Maio de 1911.*

value of the Brazilian mil reis (1000), gold 27 li.	
do do do do U. S.	
coin at \$1 8; per £1 stig. ....	51 45 cts.
do \$1.00 (U. S. coin) Brazilian gold. ....	1837
do of £1 stig. in Brazilian gold. ....	8 89

k rate of exchange on London today.....	29 5/8 fl.
cent value of the Brazilian milreis (paper)....	838 1/2 mil
do " do " do " do " U. S.	
com at \$1.80 per £1, stig.....	45 23 cts
of \$1.00 \$4.80 per £1, stig. in Brazilian	
currency paper.....	2 210
of £1 sterling " "	103608

ember 14.—Rates at the banks were 22½ on London

—418 on Paris and 517 on Hamburg at 90 days; \$8.100 New York at sight. From second hands bank sterling is reported at 22 13/16, and commercial was quoted at 23 1/16—22 7/8. Sovereigns closed with buyers at 105 1/4, others at 105 5/8.

number 15.—There were no changes in rates and the mar-  
ket was quiet. Bank sterling was reported at 23½—  
1316, better from second hands, and francs at 417.  
Commercial sterling was quoted at 22½ and francs at 412.  
Business closed with business at 22½ and francs at 412.

Business was reported at 22½ for bank in the morning and at 25½ on lead office in the afternoon. Commercial

sterling was quoted at 23 $\frac{3}{4}$ -22 1316, with very little  
g. Sovereigns sold at 108 $\frac{1}{2}$ 40, closing with buyers at  
108 $\frac{1}{2}$ 20, sellers at 108 $\frac{1}{2}$ 30.

ement and commercial sterling was quoted at 22½. Foreigns sold at 10½630, closing with buyers at 10½630, and at 10½650-660.

her 19.—The market opened at Saturday's rates, with the English banks withdrew in the afternoon, and native banks maintained for counter business only. The business was reported in bank sterling at 22½—22¾ at 22½, 22½ and 22½ for commercial. Sovereigns closed with buyers at 108.600, sellers at 107.700.

## September 17th.

for United States during the week.....	10,000	havy	0
for Europe etc do do.....	5,000	14	4
ing clearances for the United States.....	8,000	14	1
ner clearances do (p).....	10,000	14	1
ances for Europe and elsewhere.....	6,000	11	30
ix by steamer.....	20	£ 8 50	3
o sail.....	17	6	0
ers loading for United States.....	17	6	0

at Santos this morning, standard and hands	308,000	large
pts during week to 16th Sept	28,000	"
for United States during week	41,000	"
do Europe	1,34,000	"
ments to United States, do	8,000	"
do Europe, do	16,000	"
el quiet : Good Average	776,000	"

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

FOREIGN SAILING VESSELS IN THE PORT OF  
RIO DE JANEIRO, SEPTEMBER 23rd, 1887.

NAMES	TONNAGE	ENTERED	WHERE FROM	CONSIGNEE
<i>American</i>				
sp South Cross.	1037	Sept. 3	New York.	In distress
bk Archer.....	450	" 3	Campana.	M. Notlmann
bk Julia Rollins	506	" 11	Baltimore.	F. Clemente & C

British			Foreign		
sp Pr. Amadeo...	1582	3	Cardiff...	1582	3
sp Pr. Frederick	1465	3	Antwerp	1582	3
bk Magnificent...	1382	8	Norport	1582	8
lug For Princess...	303	1	Liverpool	1582	1
sp Lucknow...	1440	16	Cardiff...	1582	16
bk Britannia...	1440	16	Wilson Sons & C	1582	16

bk	Guatemala	740	10	New York	W. Guimarães & C
bk	Scotia	691	17	Brunswick	G. Gudgreen & C
bg	Economy	415	19	Bs. Aires	M. Notthmann
bg	Roz. Smith	509	20	New York	Phipps Bliss & C
bk	Lennie	679	Sept. 4	St. Thomas	In distress
bk	Lennie	809	7	Cardiff	J. H. Bellamy & C
bk	J. H. McLauch	762	7	New York	W. Guimarães & C
bk	Premiere	884			

ok Flemer .....	430	8	Riquie .....	In distress
ok Mennoek .....	787	13	Timan .....	J. Petty & C
ok C. R. C. ....	243	16	Paspelac .....	Zenha & Silveira
ok Brazilian .....	239	18	London .....	Monteiro, H. & C
ok Industry .....	143	19	Gaspe .....	P.S. Nicolson & C
ok Asracana .....	1192	20	Cardif .....	D. Pedro II R.R
ok Lombardian .....	750	20	Melbourne .....	In distress
ok Malua .....	95			

<i>Danish</i>				
Dr. Sophie...	735	Sept. 6	Newcastle.	J. C. Pacheco & C
Alg Alcedo.....	221	13	Paysandú.	Souza Irmão & C
<i>Dutch</i>				
W. E. E. E. E.	1225	Aug. 25	London.	"

W. Eggers...	1275	Aug 21	Liverpool..	In distress
<i>French</i>				
Perseverance	2388	Aug. 17	Cardiff....	Wilson Sons & C
San Francisco	655	26	Newport..	D. Pedro H R.R
<i>German</i>				
Victoria	408	Aug 21	Leam...	W. H. M. & C

Oliver	430	Aug. 11	London	Waller, H. & C
Oliver	852	Sept. 16	Rangoon	Camara & Gomes
Jürgen	236	23	Gnaleguay.	L. Azevedo & C
<i>Italians</i>				
Rafaelina	783	Aug 14	Cadiz	To order
Agostino S.	559	20	Liverpool.	In distress
Dion. L. Sante.	28	20		

Don. Estanislau	350	21	Cardiz.....	J. N. Vincen 71 & F
For. Padre.....	449	Sept. 16	Marseilles..	In distress
<i>Norwegian</i>				
Anal.....	467	July 29	Macao.....	G. E. Saboia e S'va
Elise.....	335	Aug. 21	Cardiz.....	C. W. Gross & C
Nymphen.....	699	22	Cardiff.....	Monteiro, H & C
Apologid.....				

Ida	656	28	Macin	L. Carvalho & C
Nordenskjold	495	1	Macin	P. Bernardes & R.
Ophir	433	7	B Aires	Souza A. & C.
Freya	818	5	B Aires	M. Nothmann
Fifnvid	258	8	Liverpool	Gas Co.
Emma	292	9	Marsilles	Avenier, D. & C
Alf		10	Macin	V. Leone, M. & C

to Success.....	395	14	Timbelba.....	L. Johansson & C
to Hovding.....	452	15	Timbel.....	C. W. Gross & C
to Palander.....	394	19	Marcellies.....	In distress
to La Bella.....	259	19	Glascow.....	C. C. Pacheco & C
to Hermans.....	213	20	Osk'shami.....	C. Hecksher & C
to Africa.....	618	20	Rosario.....	L. Azevedo & C
to Hufvud.....	680	20	Mucio.....	Amorim Jr & C

Mangrove .....	22	20	Macão .....	P. B. Ribeiro
Hans Tode .....	259	20	Guadalupe .....	To arlier
Nora .....	211	22	Santos .....	V. de Figueiredo
<i>Portuguese</i>				
Leonor .....	446	July 3	Bôa Vista .....	Teixeira & C
Africa .....	618	Aug 21	Oporto .....	Barbosa Costa & C
Alex. Heuvel .....				

Isabel ..... 93	23	1. do Sal ..	Veiga Pinto & C
Isaiah ..... 1047	Sept 4	Oporto ....	Martins Made Jr.
<i>Russian</i>			
Waltkina ..... 942	Aug. 12	Pensacola ..	F. Clemente & C
<i>Spanish</i>			
Joven Anna... 314	Sept 26	Paysandu...	Sonza Imão & C

<i>Swedish</i>			
Atle.....	279	Aug. 21	Macdon..... I. Carvalho & C
Iris.....	338	Sept 16	Husum..... C. Hecksher & C
Gripen.....	377	20	Memel..... C. W. Gross & C

**FOREIGN MARKETS**

*m Messrs. James Cook & Co's Monthly Despatch, dated London, 22nd August.*

**OFFICE.**—The July figures show quite as unfavourably as of June, notwithstanding that the trade in the

l. The European stocks—excepting France, which remained the same as last month—show a further increase of 8,317 tons, and that of the States of 4,272 tons, raising the total to 251, against 194,308 and 253,513 tons in the two preceding years.

2. The deliveries in Europe and America for the separate months were in—

..... tons	29,141	March..... tons	62,166
..... "	32,171	February..... "	42,610
..... "	61,647	January..... "	41,914
..... "	63,728		

her 344,507 tons, against 399,265 tons last year; a falling  
the seven months of next year 46,000 tons. These increas-  
small deliveries are daily.

	1885	1886	1887
Imports for seven months:	663,358	663,358	663,358

Country	1990	1991	1992
Argentina	23,900	23,941	41,838
Bulgaria	23,132	17,325	18,672
Canada	56,700	56,750	61,400
France	5,440	5,660	7,106
Germany	21,547	21,838	20,237
Italy	2,170	1,203	3,850
Japan	87,939	66,814	72,801

Britain.....	tons	250,809	193,683	231,904	1,799
"	"	38,270	36,261	44,051	8
Europe.....	tons	289,169	229,441	275,955	1,799
ports, United States..	"	129,783	135,260	127,131	8

	1885	1886	1887
Imports for consumption to 31st July:	418,958	305,207	403,086
France:	1885	1886	1887
Imports to 31st July:	39,726	39,317	38,250
Cont. ports:	34,459	38,274	4,053
Continent:	151,634	157,584	141,592

United Kingdom:	tons	275,819	235,175	219,895
Imports:	tons	9,121	8,692	7,730
Exports:	"	11,412	11,094	10,970
Europe:	tons	246,352	254,961	237,695
United States:	"	136,774	135,301	106,812

	1977	1978	1979
7 months.....	toes	383,126	390,265
toes on 31st July:			341,507
		1885	1886
	tons	60,208	1887
		33,465	38,349
		13,800	11,200
	32	20,000	28,000
		12,000	3,000

13	1,790	837	734	580
14	10,910	7,785	7,180	6,222
15	2,794	1,700	1,588	800
16	89,954	73,157	43,743	800
17	10,000			10,000
18	199,522	139,550	131,161	324,000
19	23,252	21,356	27,711	324,000

Europe.....	tons	222,774	169,906	138,875	220
U. S., United States..	"	30,709	33,402	41,376	7,500
					5,944
	tons	253,543	194,308	209,251	2,900
					633

GOVERNMENT AND PROVINCIAL BONDS							
EMISSION	CIRCULATION	DESCRIPTION		INTEREST	NOMINAL VALUE	LAST SALE	LAST QUOTATIONS
339,675,100 000	339,478,000 000	{	Apolices	5 1/2%	200-1,000	99 1/2 000	94 1/2 000-95 1/2 000
50,000,000 000	50,000,000 000		do	5 1/2%	1,000,000	—	—
1,158,430 000	1,077,207 000		Gold Loan of 1868,	6 1/2%	1,000,000	1,200 000	—
109,000 000	119,000 000		do 1879,	6 1/2%	1,000 000	1,150 000	1,230 000- ----
30,000,000 000	20,657,500 000		Province of Rio de Janeiro,	1 1/2%	200-1,000	98 1/2%	—
31,825,000 000	38,180,000 000						
10,275,100 000	7,959,000 000						
		HYPOTHECARY NOTES.					
	1,436,000 000	Brazil,	June, Dec.	5 1/2%			
	4,327,000 000	Credito Real do Brazil,	Jan., July.	6 1/2%	100 000	99 1/2%	
	3,184,100 000	do	gold	5 1/2%	100 000	99 1/2%	
	5,170,000 000	do de S. Paulo,	Apr., Oct.	6 1/2%	100 000	88 1/2%	69 1/2 000-70 1/2 000
	6,403,000 000	Predial,	May, Nov.	6 1/2%	100 000	90 1/2%	— 95 1/2%

## DEBENTURES AND SHARES

[illegible]

## Shipping.

**THOMAS NORTON'S**  
OLD REGULAR LINE OF SAILING PACKETS  
BETWEEN THE  
UNITED STATES AND BRAZIL PORTS  
Established in 1893  
Loading Berth: Covered Pier No. 17, East River.  
For Freight and General Information apply to  
**Thomas Norton,**  
104 Wall St., New York.

## Insurance.

**GUARDIAN FIRE AND LIFE**  
**INSURANCE CO.**

Agents in Rio de Janeiro  
**Smith & Youle.**  
No. 62, Rua 1<sup>a</sup> de Março.

**LONDON AND LANCASHIRE FIRE**  
**INSURANCE CO.**

Agents in Rio de Janeiro  
**Watson Ritchie & Co.**  
No. 25, Rua de Theophilo Ottoni.

**PHOENIX FIRE OFFICE.**

Established 1782

Agents in Rio de Janeiro  
**E. W. May,**  
RUA DO GENERAL CAMARA No. 2,  
Corner of Rua Visconde de Itaboraity

**HOME AND COLONIAL MARINE**  
**INSURANCE CO.**

Agents for the Empire of Brazil  
**Norton, Megaw & Co.**  
No. 82, Rua 1<sup>a</sup> de Março, Rio de Janeiro.

**THE MARINE INSURANCE COMPANY LIMITED.**

Capital..... £1,000,000 sterling  
Reserve fund.... £ 440,000 ..

Agents in Rio de Janeiro  
**E. W. May,**  
RUA DO GENERAL CAMARA No. 2,  
Corner of Rua Visconde de Itaboraity

**COMMERCIAL UNION ASSURANCE**  
**COMPANY, LIMITED, OF LONDON.**

**FIRE AND MARINE.**

Agents for the Empire of Brazil  
**Wilson Sons & Co. Limited.**  
No. 9 Praça das Marinhãs.

**ROYAL INSURANCE COMPANY,**

**LONDON AND LIVERPOOL.**

Capital..... £2,000,000

Accumulated Funds.... £5,245,104

Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

**John Moore & Co. agents.**

No. 8, Rua da Candelaria.

**BRITISH & FOREIGN MARINE**  
**INSURANCE COMPANY, LTD.**

Capital..... £1,000,000 sterling

Agents in Rio de Janeiro

**Swanwick & Gordon,**

39, Rua General Camara, Telephone No. 427.

**NORWICH UNION**  
**FIRE INSURANCE SOCIETY.**

Established 1797

Losses paid..... £5,500,000

Agents in Rio de Janeiro

**Swanwick & Gordon,**

39, Rua General Camara, Telephone No. 427.

## Steamships.

**LIVERPOOL, BRAZIL AND RIVER**  
**PLATE MAIL STEAMERS.**  
UNDER CONTRACT WITH THE  
**BELGIAN AND BRAZILIAN**  
**GOVERNMENTS.**

September Departures:  
**To New York:**

[Every Saturday]  
Plato (Loading also in Santos) Sept. 3rd  
Donat do do .. 10th  
Humboldt do do .. 17th  
Kaiser do do .. 24th

**To Southampton:**

Leihuts (Belgian Mail Steamers) Sept. 15th  
Urcelina .. 25th

**For Other Ports:**

Bela Liverpool..... Sept. 1st  
Teviera New Orleans..... 10th  
Tycha Brabe London..... 15th  
Strabo New Orleans..... 25th

**To Rio Grande Ports:**

Chatham..... As announced.  
or Canning.....

**LAMPORT & HOLT,**  
21 Water Street, Liverpool

**ARTHUR HOLLAND & Co.,**

17, Leadenhall Street, London

For freight and passages apply to

Agents—Norton, Megaw & Co.

No. 82, Rua 1<sup>a</sup> de Março

For cargo apply to

**Wm. R. McNiven.**

Rua 1<sup>a</sup> de Março No. 35

**ROYAL MAIL**  
**STEAM PACKET COMPANY.**

Under contracts with the British and Brazilian  
Governments for carrying the mails.

**TABLE OF DEPARTURES,**  
1887

Date	Steamer	Destination
Sept. 24	Tague...	Southernport and Antwerp calling at Batin, Pernambuco, Lisbon and Vigo.
" 29	Neva .....	Montevideo and Buenos Ayres.
Oct. 9	Tamar....	Southernport and Antwerp, calling at Bahia, Macao, Penang, St. Vincent, Lisbon and Vigo

This Company's steamers leave Southampton on the  
24th and 29th of every month and arrive in Rio de Janeiro on  
the 28th and 1st, respectively in the River Plate after the  
necessary delay. The latter then calling at Santos.

The steamers however continue to leave Rio on the 28th  
and 29th of every month.

For freight and passages apply to

**R. W. MAY, Superintendent.**

Rua do General Camara No. 2,

(Corner of Rua Visconde de Itaboraity.

**UNITED STATES AND BRAZIL**  
**MAIL STEAMSHIP CO.**

CARRYING THE U. S. AND BRAZILIAN MAILS

**SAILINGS FOR NEW YORK**

**ADVANCE, Capt. Lord,** 28th Nov.

**FINANCE, Capt. Baker,** 28th Nov.

The fine packet

**ALLIANÇA,**

Captain BEERS,

will sail 17th October at 10 a. m. for

**NEW YORK**

calling at

Bahia, Pernambuco, Maranhão,

(entering the two last named ports)

PARÁ, BARRADOS and St. THOMAS

**Passage Rates**

To Liverpool..... \$220 .. gold

New York..... \$145 .. \$75 ..

" & back..... \$250 .. "

For passages and information apply to

**Wilson, Sons & Co., Limited; Agents**

No. 2, Praça das Marinhãs

And for cargo to

**W. C. Peck,**

No. 6, Praça do Comércio

**TRAPICHE VAPOR.**

Receives Goods in bond according to Table No. 7 of

the custom house regulations.

**Rua da Gambôa No. 10 & 12.**

Telephone Call, No. 39.

## Banks.

**ENGLISH BANK**

OF

**RIO DE JANEIRO**

(LIMITED)

HEAD OFFICE IN LONDON

BRANCHES:

Rio de Janeiro, Pará, Pernambuco, Bahia,  
Santos, São Paulo and Porto Alegre.

Capital..... £ 1,000,000  
Ditto, paid up..... 500,000  
Reserve fund..... 200,000

Draws on

**THE LONDON JOINT STOCK BANK,**

and transacts every description of Banking business.

**LONDON AND BRAZILIAN**  
**BANK, LIMITED.**

HEAD OFFICE: LONDON

BRANCHES:

LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,  
RIO DE JANEIRO, SANTOS, SÃO PAULO,  
RIO GRANDE DO SUL, PELOTAS, MONTEVIDEO,  
AND NEW YORK.

Capital..... £ 1,250,000

Capital paid up..... 625,000

Reserve fund..... 300,000

Draws on:

Messrs. GLYN, MILLS, CURRIE & Co.,

LONDON,

Messrs. Mallet Frères & Co.,

PARIS,

Messrs. J. H. SCHROEDER & Co.,

HAMBURG.

**BANCO INTERNACIONAL**  
**DO BRAZIL.**

22, Rua da Alfandega, 22

Capital..... 20,000,000\$000

President

Visconde de Figueiredo

This bank draws on

Messrs. N. M. Rothschild & Sons—London

Messrs. De Rothschild Frères—Paris

Deutsche Bank..... Hamburg

Banque d'Anvers..... Antwerp

Banca Generale and agencies..... Milan

Banco Hipotecario de Es..... Madrid

pagna, and agencies..... Barcelona

Banco de Portugal, and..... Lisbon

agencies..... Oporto

English Bank of the River..... Puenos Ayres

Plate, Limited..... Montevideo

Messrs. G. Amsinck & Co..... New York

This foreign exchange on all points. Grants letters of

credit for travellers and for commercial purposes. Receives

consignments of coffee and other produce for shipment, and

advances on same as agreed upon. Advances made in coffee

and other merchandise in accordance with the statistics of the

Bank, and transacts every other description of banking

business.

**CRASHLEY & Co.,**

Newdealers and Booksellers.

Subscriptions received for all the leading English and Ameri-

can newspapers and periodicals. Agents for

**The European Mail.**

A large assortment of English novels, of the Tancinmizt Kili-

tons, of the Franklin Square Library and of the Lozovill Library

constantly on hand.

Views of Rio and neighborhood.

Orders received for Scientific and other books.

Agents for Longstreth's Rubber Stamps.

Dealers in Alcoholic, Fine & Lubin's and Royal Perfumeries

and Par's Soap.

No. 67, Rua do Ouvidor.

**ACCOUNTS FOR SALE.**

In the absence of facilities for the collection of small accounts

the **TRAPICHE VAPOR**, At No. 72, Rua Sete de Setembro,

is obliged to offer a few unpaid and apparently uncollectable

accounts for sale. The first of these is one for a balance

of account against the

**Companhia União Telephonica,**

dated 28th August, 1886, and amounting to \$8000.

The second is a virgin account against

**William Pahl, Ship-broker,**

dated 16th November, 1886, and amounting to \$2500.

No reasonable offer refused.

Note.—These accounts will be capital investments for the

reserve funds of public companies, as it will be

somewhat difficult for directors to realize on them.

**WENCESLAU GUIMARÃES & Co**

**WINE MERCHANTS.**

Importers of

Oporto, Duro and Lisbon wines of the best qualities in

bottles or in casks, and under the private marks of the house

**Sole Agents for**

A. LEIRO GOSALVES, Exporter of Madeira Wines

G. FISLER & Co., Bordeaux,

Exporters of Bordeaux Wines:

K. RENY MARTIN & Co.,

Exporters of Cognac

**Dealers in**

Burgundy, Rhine and Mosel wines, Sherries, Champagne

Cognacs and Liqueurs of the best brands.

**Rua da Alfandega, 83.**

**RUBBER HAND STAMPS**

and

**Metal-Bodied Rubber Type.**

**S. T. LONGSTRETH,**

Office and workshops:

No. 15, Travessa do Ouvidor, 1st floor.

Caixa no Correio No. 206, Rio de Janeiro

**HOLMAN'S LIVER PADS.**

**GENUINE CARLSBADER SALTS**

For sale by

**André d'Oliveira & Gad,**

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